

REPORT NO.

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SUPPLEMENT TO 25X1A
REPORT NO.

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- Major General Heinz Kessler

Lieutenant Colonel Wilpert (fnu)

Lieutenant Colonel Kurt Bitterlich

First Lieutenants Kurt Schnabel,

Regel (fnu) and Martin (fnu)

Captain Kissig (fnu)

Captain Schmallier (fnu)

Captain Seppel (fnu), a former pilot

Commanding officer of the 1st Regiment Captain Reinhold (fnu), born in 1923, former master sergeant and pilot of the Luftwaffe. As a PW Reinhold attended the regional school in Gorki where he became a lecturer. Later he went to the Central School in Moscow. In 1950, he was assigned as commanding officer to a Landes-Pionierschule (school for engineers) On 1 April 1950, Reinhold joined the SED, and in 1951, he became a member of the Central Committee of the FdJ, Cadre Department for Young Engineers

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Reinhold has served with
the VP since 13 June 1952.

Political officer of the 1st Regiment	Captain Rothe (fnu)
Commanding officer of the 2nd Regiment	Captain Zieros (fnu), a former pilot
Commanding officer of the 3rd Regiment	Captain Sedlaczik (fnu), a former pilot
Chief of staff of the 3rd Regiment	Major Wittich (fnu)
Political officer of the 3rd Regiment	First Lieutenant Stoelzel (fnu)

The officers of the battalions included:

Commanding officer, chief of the I. Battalion	Major Eckert (fnu)
Chief of staff of the I. Battalion	Captain Urga (fnu) (?)
Commanding officer, chief of the II. Battalion	Captain Richter (fnu)
Commanding officer of the III. Battalion	Major Baldanvius (fnu)
Chief of staff of the III. Battalion	Captain Bauer (fnu)

Major Schettler (fnu), 48, who had served for a period of four years with the VP, was chief of the Party Control Commission. 1

2. The VP air force unit in Bautzen was billeted in the barracks buildings. The quarters were heated but very crowded. Some rooms were occupied by 30 men. The double-decker beds had mattresses and usually blankets rather than feather comforters. Some beds were made of metal strips instead of having springs. The officers' quarters were also very crowded. One 2.5 x 4.5 meters room was occupied by three officers and other rooms were occupied by as many as 12 officers. Better quartering facilities were promised for the final stations of the VP units after the commanding officers were quartered outside of the barracks area in Bautzen.²
3. In late November, food rations for 860 were received for the VP air force in Bautzen. There were three different types of rations, i.e. for the flying personnel, the technical personnel, and for the administrative personnel respectively. The noon meal for the administrative personnel was poor in quality but sufficient in quantity.
4. The VP air force members at Bautzen had a weekend pass every four weeks. The leave began Saturday after duty hours and lasted until Monday morning. VP members who had to travel by rail more than 8 hours were permitted to leave Friday night. These regulations, however, were not followed very strictly, in as much as the leave was generally extended until Monday noon and, for special occasions, leave was granted every second week-end, in accordance to previous regulations. The annual leave, length unknown, was granted only when it would fit in the training program. The flying

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personnel had not received a weekend pass since the training course had started, and they objected strongly.

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5. [REDACTED] any details on the training program of the flying personnel. During November 1952, driving lessons were limited to theoretical classes. The members of the supply battalion received political indoctrination one day per week. They were also given a basic drill and infantry training.
6. The signal training included courses for radio operators, radar personnel, radio mechanics, and for the personnel of air to ground target ranges. The course for radio operators included instructions on receiving and transmitting. By November 1952, 15 members of the class were able to receive messages transmitted at speed 60, 21 men at speed 40, and 45 men at a slower rate. No instructions in transmitting had been given. The training course for radio operators also included instruction on a Russian radio set, and theoretical instruction on the radio and its operation. The radio trucks were strictly guarded and only students of this class were able to approach it closer than 20 meters. The radar operators were instructed on the operation of the radar sets. There were Russian radar trucks with generators available for this purpose. The sets were strictly guarded. The trainees were organized in two groups. The first group, consisting of 8 second lieutenants and 20 men, had practical instructions on the set, usually between 6 and 10 p.m. and, occasionally, until 1 a.m. Theoretical classes for this group were held between 8 a.m. and noon. Study periods were scheduled between 3 and 6 p.m. and were followed by the practical training. The students of this group were supposed to learn to operate radar sets. The training of the other group was limited to theoretical instruction with some short practical briefings. These classes were scheduled during the study period of the first group, because there was only one Russian teacher, a lieutenant, assigned to both groups. This instructor had to prepare both groups for graduation by 20 December 1952, even though the first group had joined the school later than the second one. The instructor conducted the courses according to his own judgement. The students of the second group were trained to work as navigators at the divisional headquarters, and not to operate the radar set. They were to direct the operations of fighter units on the basis of the data received from the radar sets. The training of the radio mechanics included instructions on the instruments, i.e. the elimination of interferences. The personnel for air to ground target ranges were trained at Cottbus. Details were not obtained.
7. Prior to 15 November, the personnel of the air technical service were given a theoretical training on a YAK-18. After 15 November, the instruction officers attended a central meeting for instructors at Cottbus with courses on YAK-18 type aircraft. After this date, Russian aircraft mechanics supervised the practical training of the VP.

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1. [REDACTED] Comment. According to previous information the 1st VP Air Division is composed as follows:

Cottbus military post: Headquarters, the 1st Regiment, and I Supply Battalion

Kamenz military post : 2nd Regiment, II Supply Battalion

Bautzen military post: 3rd Regiment, III Supply Battalion.

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Major General Kessler, the Lieutenant Colonels Wilpert and Bitterlich, the Captains Reinhold and Sedlacek, and First Lieutenant Stoelzel were previously reported. Captain Urga is probably identical with a Captain Urban of a previous report.

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2. Comment. The 3rd Regiment and the III Supply Battalion are stationed in the former Husarenkaserne in Bautzen. . Aviation training is conducted at Litten-Neupurschwitz airfield.

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3. Comment. This supplements previous information on a training course for radio communication personnel of the entire VP Air Division.

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